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reasonably certain to stand the acid test of national experience.

The American people do not want the tariff which is now before Congress. They do not want any new tariff that is not right. They are willing to wait yet a while longer for what they do want—a tariff that is right. The American people will not meekly suffer a tariff mistake. The present Congress majority may not survive a tariff mistake.

Unless the measure now before Congress can be made right, and in the time left it cannot be, no risks with it should be dared. Except for such temporary provisions for mere emergency use as can be worked out in the time that is left, let the complete tariff wait until Congress can get back on the work after election and do it right.

Horse and Buggy.

A young Jersey City man is fined \$25 because he drove his automobile with one hand while he clasped his girl's waist with the other. The councilman who arrested him explained in court that although the young man was not speeding—at least not in his driving—the girl was receiving more attention than the car, which in his opinion and in that of the court constituted recklessness.

The young Jerseyman should have remembered that when the horse and buggy ride joined the horsehair sofa and the lowered gas jet among the discarded accessories of courtship became the accepted substitute, to be used with immunity from the penalties of the law.

The buggy ride was a friendly and potent agent in affairs of the heart. It is hard to say just what appeal it would make to the New York or New Jersey fapper. There is safety in the guess that it has been tried out on very few of the modern youngsters, but it would be interesting to know how many American households had heard their inception in a long buggy ride behind a philosophic old mare who knew her way home in the dark.

Those long buggy rides gave opportunity for some measure of acquaintance between the young men and women who took them. It didn't matter so much where the buggy was bound provided the roads over which the old mare carried it offered a fair amount of seclusion. But nowadays the taxicab or the car is headed somewhere and is going there in a hurry. There has to be a party somewhere, and when the first party falls a little flat, another. Who knows but the old buggy had a share in keeping the divorce rate down?

Gompers' Outlawed Unions.

SAM GOMPERS, sponsor for the arrogant conduct of BERT M. JEWELL in defying the United States Railroad Labor Board, and through it the United States Government itself, falls into a frenzy over the board's resolution that the shop workers' unions, by going on strike and repudiating the authority of the board, have outlawed themselves.

GOMPERS blatantly demands to know where the United States Railroad Labor Board gets the power to disband voluntary associations of labor. GOMPERS demands to know how the board will assume to wipe those organizations out of existence. GOMPERS challenges the power of the nation to dissolve the unions within the American Federation of Labor with his specific declaration, "Unions cannot be unmade and remade at Government dictation."

But the United States Railroad Labor Board, acting for the United States Government, has not undertaken to disband the outlawed unions. It has not said a word about dissolving them. So far as its resolution shows, the board has not given a thought to the unmaking of unions within the American Federation of Labor. For all the board cares on that record, the outlawed unions can retain their entities and continue their federation membership till GABRIEL blows his trumpet.

What the United States Railroad Labor Board does say is that, since BERT M. JEWELL, the leader of these striking unions, denies the authority of the board, denies the very existence of the board so far as concerns these unions, and since these unions under his orders refuse to recognize the application of the national transportation act to themselves—what the United States Railroad Labor Board does say in regard to that attitude of BERT M. JEWELL and his unions is that under these conditions it will not do business with and cannot do business with them.

It cannot do business with them, because the laws of the United States Government provide on what terms and in what manner the collective bargaining between organized labor and the employing railroads shall be instituted and carried out within the province and jurisdiction of the United States Railroad Labor Board. When the unions take themselves out of that province and jurisdiction, when they refuse to recognize the very existence of that province and jurisdiction in any legal or moral application to themselves, when they defy any power to compel them to deal with or recognize the board, then, if they are done with the board, the board is done with them. That is what the board's resolution says and means.

But, since the law of the United States Government still stands and since under that national law the board must function in respect of the wage scales and working conditions of railroad shop employees, as

well as all other railroad employees, the United States Railroad Labor Board will deal, as under the law it must deal, with shop workers and with organizations of shop workers other than those outlawed unions.

The new men and the new organizations accepted by the board, and authorized by the board to take the vacant places of the outlawed strikers, and confirmed by the board in their rights and duties, irrespective either of the views of the outlawed unions or of the employing railroads—these new workers and organizations of workers will become the regular shop forces of the American transportation system under all the authority, protection and benefits emanating from the board for the old shop workers' unions until they outlawed themselves.

This is the exact situation of the outlawed unions. SAM GOMPERS cannot draw any herring across that clear, straight trail of the facts. Nobody can. He and his apt disciples in their school of union nullification of Government law created the situation. They invited the consequences that have befallen the outlawed unions. But GOMPERS and JEWELL will not pay the price. Their deluded dupes in the outlawed unions will pay it.

GOMPERS can rail to his heart's content against the consequences of his own teachings and of the acts of his own pupils, but he cannot change the cold facts of this situation by one iota. He cannot budge the American people from their stand at the back of their Government when it asserts its authority and the power of the nation over the self-constituted regency of any minority, whether proclaimed in the name of union labor or whether in the name of anything else that is not duly and lawfully representative of majority Americanism.

More Control of Pedestrians.

Commenting on an editorial article urging pedestrians to mend their ways and to keep to the right a correspondent of THE NEW YORK HERALD made the suggestion that white lines be drawn on the sidewalks as guides in the way we should walk along the streets. An adaptation of this idea was put into actual practice in metropolitan London on July 1 when, in an effort to improve sidewalk traffic conditions, signs were posted along the streets of the twenty-eight boroughs of London bearing the legend "Walk to the Left." The immediate reason for the appearance of these notices is that in England the rule of the road is to drive to the left, and as sidewalk traffic has heretofore kept to the right, many accidents have been caused by the resulting confusion of roadway and sidewalk currents of travel.

That self-imposed regulation of pedestrian traffic in the streets of New York generally, with the rule "keep to the right," would make for the general convenience contemplation of the figures for pedestrian traffic in certain parts of Manhattan will demonstrate.

On lower Broadway, between Rector street and Exchange place, in the course of a day 35,000 persons pass in both directions on the west sidewalk and 30,000 on the opposite walk. Between John and Fulton streets the Broadway traffic runs up to 54,000 persons on the east sidewalk and 51,000 across the street.

At Fifth avenue and Forty-second street a tally shows that the daily crowds passing along Forty-second street at that corner number about 115,000, while the Fifth avenue pedestrians add about 85,000 to this total.

If every one of these pedestrians would try keeping to the right the saving of time and temper would add much to personal effectiveness and personal comfort. Unless this is done New York, like London, may see a safety first council putting up "Keep to the Right" signs, to the annoyance of those who won't regulate themselves and always object to being regulated by law.

Early American Golf.

Now that three Americans abroad have shown themselves the best golfers on earth, it is worth while to be reminded that it has taken scarcely more than a generation for the United States to become wonderfully proficient in a game that is four centuries old. In an article in the *American Golfer* ROBERT H. DAVIS recalls the authentic beginnings of golf in this country. We say authentic, because there is a tradition that golf was played on the Pacific coast in the sixteenth century by some retired sea captains; another tradition that a certain Colonel GILLESPIE brought some clubs and balls from Scotland to Florida in the early '80s; and we should not be surprised to hear that Mr. MARQUIS's redoubtable Captain Fitzhugh lost his three fingers in a hole match with DANIEL BOONE.

Mr. DAVIS, however, treats only of golf history that is backed by documents. He assures the world that golf clubs and balls were first brought to this country, in so far as genuine record is concerned, by the late ROBERT LOCKHART, a Scotch linen merchant who was born in Dunfermline and who received his golfing education at Musselburgh under the famous Tom Morris. After some golf years in the United States LOCKHART returned to Scotland and brought back to New York two full sets of clubs and two dozen balls. Four of these clubs, rather too long and too heavy for to-day, are still visible to golf worshippers, Mr. DAVIS assures us.

As the narrative runs, Mr. LOCKHART took his kit in 1888 and

went to the meadow north of the reservoir in Central Park. Historian DAVIS does not give the exact date of this important happening. LOCKHART teed a ball on the edge of the meadow and drove mightily, whereupon a policeman arrested him. Mr. DAVIS omits the policeman's name, but when he says that LOCKHART was taken to the Arsenal police station he leaves a clew for the antiquarians of the future. It seems, however, that the prisoner was not held. Freed, he went to Yonkers and with other conspirators, formed the first golf club in the United States. St. Andrew's. The date of organization was November 14, 1888. JOHN REM was president and JOHN UPHAM secretary and treasurer.

Mr. DAVIS confers upon Mr. REM the honor of being the founder of golf in America. He played in the first game of which there is a record. It took place in the late fall of 1888 on the St. Andrew's original course at Broadway and Shonnard place, Yonkers. The four players were HARRY HOLBROOK, ALEXANDER P. W. KINNAN, JOHN UPHAM and JOHN REM. A photograph of that historic scene shows two derby hats and two cutaway coats and nary a pair of knickers. The caddies were the Holbrook boys, FREDERICK and WARREN, neither taller than one of the clubs they carried. FREDERICK HOLBROOK, now a full fledged member of St. Andrew's, tells Mr. DAVIS that there was in the earliest days of the club what later would have been called the nineteenth hole; but St. Andrew's originally had but six playing holes. The clubhouse consisted of a table, tubs of ice, pails of water, &c. Later a tent was put up. In 1894, the records show, the club was wealthy enough to buy a patent corkscrew at a cost of \$1.25; another important item for historians.

Golfers of to-day who shoulder great financial burdens will be interested to know that in 1893 St. Andrew's felt compelled—owing, doubt, to the high cost of living—to advance the annual dues from \$5 to \$15, but the initiation fee remained at \$5 for another year. In 1894 President REM offered a medal for the amateur championship of the United States. Six of the members of that period are still playing on St. Andrew's links, envied by their 327 colleagues as men who made American golf history.

High Prices for Old Coaches.

Three of the coaches WILHELM HOFENHOLLER used on gala occasions in the days when he was Kaiser have been sold at auction, fetching what is regarded by some observers as the remarkably low price of 3,700 guilders for the lot, or less than \$500 each.

Dutch undertakers looked the coaches over but found them unsuitable for their purposes. The bodies of the vehicles are red and black; the same system of leather springs used in Buffalo Bill's Wild West Show stage coaches is employed; the upholstery is white satin, and a step-ladder must be used to enter them.

For less than \$500 a pretty good automobile equipped with an electric self-starter can be bought. It is infinitely more comfortable for the rider than any of these stage coaches, easier to get into and incomparably faster than any coach ever built. Consequently, it is not surprising that these archaic vehicles did not bring more in Holland, whose people are famous for their consistent hard headedness.

Yet where were the relic hunters? A resolution adopted by a farmers' organization demanding that making of tariff rates be given over to a commission was about to be referred to the Senate Committee on Finance. Senator UNDERWOOD remarked: "I am not going into whether that would be a fair or an unfair way to write tariff bills but we still have the Constitution of the United States with which provides that revenue bills shall originate in the House of Representatives." Still harping on the Constitution! In spite of all temptations to be in the mode the Alabama Senator remains irreclaimably old fashioned.

Coal mine operators and miners are far from agreement.—Headline. Somehow it seems to have been unnecessary for the President to call a conference to disclose this fact.

The *Sunday Express* of London does not want Puseyfoot Journeys to further the anti-tourist campaign in England, and, advising him to return to his home here, it says: "We can manufacture our own cranks and we can manage our own affairs without assistance."

But what a dreary world this would be if each nation were restricted to the contemplation of its own cranks! One of the most useful functions a peripatetic crank performs is to remind strangers that no nation has a monopoly of disturbing foreigners.

The Other End of There.

It sounds too good to be true, But I have heard of a place That I'm morally sure is new To all of the human race. O how good a spot he tame, And what else could it be but fair, With such a brilliant name. As the Other End of There!

Happily it lies afar, Or possibly near it lies, Under some happy star Set in the cloudless skies; Anyhow I shall find The magical port somewhere, For I can follow the wind To the Other End of There.

Bathing in the Fountain.

A Simple Plan for Ending a Nuisance and Preventing Trouble.

TO THE NEW YORK HERALD: The ludicrous and pitiful incidents which arise from the efforts of small boys to use the fountain at Broadway and Chambers street as a bathing pool, and the humane intelligent and half hearted efforts of the police and other city employees to stop them illuminate another bit of municipal stupidity.

The boys are a nuisance, of course; they obstruct the waterways of the fountain with rags, paper and the like; they cause crowds to collect; their antics, innocent though they are, must be kept under control. Some day, in exercising this control, a city employee charged with the moment of irritation will inevitably hurt one of the youngsters, cause one to run in front of a motor truck, or something of the sort; then there will be a row, with the familiar accusations of brutality against a policeman or park laborer; and all because of municipal stupidity.

The boys seek the fountain because its basin is so deep the water rises to a height which makes swimming possible. This is utterly unnecessary. The depth of the water in the basin does not affect the refreshing appearance of the fountain, which is its sole excuse for being. If the pool were one inch deep it would serve the decorative purpose as well as the pool two or three feet deep. Boys would not have any desire to bathe in it.

Why not rearrange it before somebody is hurt? Municipal stupidity.

A. P. HYDRAULIC.
NEW YORK, July 3.

John Karst, Engraver.

By His Work He Raised the Standard of Textbook Illustrations.

TO THE NEW YORK HERALD: With the death of John Karst at his country home in De Bruce, Sullivan county, N. Y., there passed away an artist who did much for wood engraving.

Mr. Karst was born in Bingen on the Rhine eighty-six years ago, coming to this country when an infant. He learned the trade of wood engraving, which he quickly made a profession. He was not long in convincing the heads of such publications as *Harper's* and *Frank Leslie's* that wood engraving was an art.

When the old time plan of photographing a picture on the block was adopted Karst was one of the few wood engravers who survived the change. He induced a great publishing house to substitute artistic engravings for the abominations that filled their books. An edition of a geography with the most beautiful pictures ever printed in such a textbook resulted in revolutionizing wood engraving.

For the next thirty years there was scarcely an illustrated educational textbook of value the engravings of which were not made in Karst's studio.

Fifteen years ago he retired to his country home in De Bruce. He was an authority on porcelains, prints and first editions of books. His knowledge was broad, and every publisher of his time valued his friendship, and not a few sought his advice.

MOUNT VERNON, July 3.

Words Made as Needed.

Thus a Poet Reproduces the Cry of Hawks Flying at Night.

TO THE NEW YORK HERALD: You are right. Many words coined by authors are not found in the dictionary, but they serve very well to bring out some special characteristic not obtainable by means of an old time word. Every original writer now and then is responsible for a few such words.

For instance, in one of my sonnets, "To the Nightingale," I used two new self-originated words to convey some of the hawk's plaint while flying at dusk in the mountains, thus:

Taft Tells London What 1776 Meant.

At American Society Dinner Says Separation From England Was a 'Swarming' From the Family Hive.

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Between three and four thousand Americans attended the reception held by Mr. George Harvey, the American Ambassador, at Lansdowne house, lent by H. Gordon Selridge, to-day. It was the most notable event of the Fourth of July in London. Mr. Harvey's chief guests were Chief Justice William H. Taft and Mrs. Taft, who likewise received.

Personal cards answered the purpose of this reception, which was held in the door by American residents and visitors, who turned out in surprising numbers, making the day more American than anything that has been seen in London for a long time. The beautiful mansion was decorated with the American flag. Tea was served in the garden. It was an occasion of general happiness, with Mr. Taft's beaming smile striking the keynote. The army and navy were well represented, and music was furnished by the band of the U. S. S. Utah.

Powers Honor America.

In the evening Mr. Taft was the guest of the American Society at a dinner in the Savoy, attended by many Englishmen and their wives and many foreign diplomats. Sir Laming Worthington-Evans, the War Secretary, in proposing a toast to Mr. Taft, said that Great Britain in spite of the presence of W. E. Johnson, the American prohibitionist who they both were built alike upon the immutable foundations of justice. If blood were the price of freedom, England and America had paid it in full, he said.

Mr. Harvey, whose entrance with Mr. Taft was loudly cheered, supplemented the toast, saying that it was a great tribute to America that so many representatives of the British Empire and the Ambassadors of all the great Powers of the world had gathered in honor of America's independence anniversary. He observed that save at Buckingham Palace, there never had assembled in recent years at any function in London so many high representatives of the Powers as at this dinner.

Referring to the presence of Friedrich Schamer, the German Ambassador, Mr. Harvey said it was a source of gratification to them all to see with them the statesman and gentleman who was so distinguished a representative of the German Republic. The remark was greeted with great applause. Mr. Harvey added that the Russian people had not yet disposed of their hallucinations to such an extent as to enable them to be represented also.

Anglo-American Friendship.

Mr. Taft in responding said that the Fourth was the day which was marked by warmth and friendship which the American people had cherished since that day, in recent years, they had learned from manifestations of friendship of the willingness of Great Britain to join them in the celebration of that birthday. He said they were sure that they were the same family, and that they

"Along Came Love."

Along came Love, one lonely day, When brooding skies bent low and gray, The sun came out at his behest, Upon his lips he wore a jest, And in his eyes a promise lay.

I broke me loose from sorrow's sway And ran to meet his cheery half way, As grief and dullness to arrest, Along came Love.

Airing his arts in proud array, He taught my wistful heart to play, Then off he ran, in terror lest I deem that more than passing guest, Humming a little song of the gay.

Along came Love, one lonely day, CHARLOTTE BECKER.

America's Discoverers.

Votan Came Long Before Leif Ericson and Columbus.

TO THE NEW YORK HERALD: Centuries before the dawn of Christianity the first of the great American legislators settled down in the valley watered by the Tabasco and Usumacinta rivers; there Palenque, the oldest city in Central America, was founded. This was Votan, the great and good man who introduced to the barbarians whom he found there the worship of the Supreme Being as the "God of all truths."

He came from a foreign land whence he and his companions sailed in large ships. They found the entire country, from Darien to California, inhabited by a race who wore the skins of wild beasts for clothing, while they themselves were long, flowing garments. The natives fed on raw flesh, roots and fruit, and dwelt in huts built of branches of trees. The language was the Maya, the language of Yucatan.

Daily Calendar

For Eastern New York—Mostly cloudy with possible showers; to-morrow fair and warmer; moderate north and northeast winds.

For New Jersey—Unsettled, possibly showery to-day; Thursday, fair and warmer; moderate to fresh northeast and east winds.

For Northern New England—Cloudy to-day; to-morrow fair; warmer in interior; moderate, shifting winds.

For Southern New England—Cloudy, possibly showers to-day; to-morrow fair and warmer; moderate to fresh northeast and east winds.

For Western New York—Fair and warmer to-day and to-morrow; moderate to fresh northeast and east winds.

WASHINGTON, July 4.—The weather became cooler Tuesday in the middle Atlantic States and the Carolinas, and the temperature was below normal generally in the lower mountainous except in Minnesota and the northern Plains States. The indications are for generally fair weather to-morrow and Thursday in the lower lake region, the Gulf States, Tennessee and the Gulf States. In the north Atlantic States cloudy weather and possibly showers along the coast to-morrow will be followed by fair weather Thursday. In the south Atlantic States unsettled, showery weather will continue Wednesday and probably Thursday. The temperature will rise slowly during the next two days in the States east of the Mississippi River except in the south Atlantic States.

Observations at United States Weather Bureau Station at 8 P. M., yesterday, seventy-fifth meridian time.

Temperature, Bar., Wind, Rainfall.

Stations. High, Low, meter, rain, Weather.

Abilene, Tex. 82 66 30.00 Clear

Albany, N. Y. 70 68 30.00 Clear

Albany, N. Y. 70 68 30.00 Clear

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Albany, N. Y. 70 68 30.00 Clear

Albany, N. Y. 70 68 30.00 Clear